

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:09 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 638 Const Calendar Day: 63 Date: 06-Aug-2012 Monday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 05:00 am 03:30 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 60 - 70 4PM 60 - 70**Precipitation** 0.00"**Condition** Overcast in the early AM to sunnyWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Surveyed suspender brackets 108 and 110 on the E/W Lines and the center of the six cable band bolts at each panel point. This survey is being done in response to Submittal 2505R04 Cable Band Installation". The center of bracket was shot on the top OBG gusset plate in the center 0.500m from the edges and 0.200m from the inside edge of the plate. The center of the cable band bolt on the inboard side of the cable band was shot using the reflectorless feature of the total station.

The points used for control were WPP60CL and WPP106CL which were not moved due to the cradle removal at OBG lifts 13 and 14. These points were previously shot under uniform ambient conditions on the OBG used for the scan control. The survey began at 5:45am and was completed at 6:30am with the official time of sunrise per weather.com at 6:18am. The conditions during the survey were cloudy with an ambient temperature of 56F. The corresponding steel temperature was 53F taken on the top deck steel of the W-Line OBG. The atmospheric pressure was 30.11"Hg and the corresponding wind speed was from the West @ 8mph.

- Attended weekly SAS staff meeting at 8:00am.

- Began to analyze the surveying data from this morning to provide Warren with comments for his response to Submittal 2505R04. Theoretical values for panel point 108 are vaguely provided by ABF which seem to be reasonable. No theoretical values have been provided to panel point 110 which is located on the opposite side of the OBG "Green Joint". It should be noted that ABF doesn't provide enough information to fully justify the move, so the move on their part is being done at their own risk.

- Began to prepare for surveying centerline points on the Skyway for the OBG deck survey and to locate the center of the cantilever. These points have just been recently uncovered which was blocked by the pedestrian footbridge between the SAS and Skyway in previous weeks. Once again it was difficult to find strong points for resection on the Skyway bikepath due to all of the obstructions (equipment and material) on the SAS and Skyway bridges.

- Received a call from Bahjat Dagher regarding that the survey data for the centerline of the Shear Key and Bearing bolt holes was provided to TY-Lin as requested by me last Friday in an email. The information was given to Paul Chou and was never provided to myself either in a hardcopy or email by AVS.

Attachment

ddrRptbyBidItem

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Bruce, Matt

Diary #: 638

Date: 06-Aug-2012 Monday



Looking at the SAS tower while setting up the backsight at WPP60CL.



Conditions at the end of the survey prior to the steel heating up due to thermal expansion.